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號六十月九年十二百九十一

HONGKONG, THURSDAY, SEPTEMBER 16, 1920

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TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

MAINE ELECTIONS.

LANDSLIDE IN FAVOUR OF REPUBLICANS.

SIGNIFICANT RESULTS.

PORTLAND, MAINE, September 14.
Polling in the Maine elections for the State Governorship and other offices is now going on. The latest returns show that all the Republican candidates for Congress will probably be elected by overwhelming majorities and that the State legislature will also be strongly Republican. Women everywhere have availed themselves of the vote, mainly for the Republican candidates. The interest of America in these elections is due to a tradition that the polling in Maine is usually indicative of the feeling of the whole country.

DECISIVE VICTORY.

PORTLAND, MAINE, September 14.
The landslide in favour of the Republicans is now quite clear from the voting in the elections for the State Governorship and other offices. This is regarded as a significant result, as adapting the parallel of Lancashire and England it is commonly recognised that what Maine thinks to-day the United States thinks to-morrow. The decisive character of the Republican victory is demonstrated by its majority, which is far the largest it ever secured in Maine. The poll is unprecedentedly heavy owing to the participation of women. The League of Nations question was a prominent issue.

FINANCIAL CONFERENCE.

THREE DELEGATES FROM EACH NATION.

LONDON, September 14.
Reuter learns that the League of Nations Financial Conference, which opens in Brussels on Sept. 24, is expected to last a fortnight. All nations, including the United States, will be represented by three delegates each. Germany, Austria, and Bulgaria have been invited to send delegates but only in a consultative capacity. Britain will be represented by Lord Chalmers, ex-Permanent Secretary of the Treasury, Lord Cullen, ex-Governor of the Bank of England, and Mr. Henry Bell, General Manager of Lloyd's Bank. Canada and India are also represented.

DOMINION REPRESENTATIVES.

The Dominion representatives will be—Canada, Mr. Hugh Guthrie, Minister of Militia; Australia, Mr. J. R. Collins, Permanent Secretary of the Treasury; India, Mr. H. F. Howard, ex-Secretary of the Finance department; Sir Marshall Frederick Reid, who is Chairman of the Bombay Chamber of Commerce, and Sasichoy Churiah representing the Bombay business community; New Zealand, Colonel Sir James Allen; South Africa, Mr. Blankenburg, the Acting High Commissioner.

COLONIAL MEDICAL SERVICES.

HOW CANDIDATES SHOULD BE SELECTED.

MINIMUM SALARY \$600.

LONDON, September 14.
The report of the committee of inquiry into the Colonial medical services recommends a unified service and the appointment of a director general, also that candidates ought to be young and newly qualified men and should have been seconded to some hospital appointment at home as resident medical officers. Candidates should be selected by a competitive examination which might be a general examination for all the public services, but candidates should be approved as well as examined. The minimum pay should be \$600 a year.

INTERNATIONAL JUSTICE.

SCHEME TO ESTABLISH PERMANENT COURT.

DRAFT PUBLISHED.

LONDON, September 14.
The draft scheme for the institution of a permanent court of international justice has been published by the League of Nations. The scheme, which appears as a special supplement of the League's official journal, is published in two languages, namely French and English. It consists of 56 articles. It has been prepared by an international committee of jurists and was submitted to the Council of the League at San Sebastian, which decided to ask M. Bourgeois to prepare a report for submission to the Council's session at Brussels in October.

The Council will then take a definite decision which in turn will be submitted to the first meeting of the Assembly at Geneva in November. In a letter communicating to the Governments of the members of the League of Nations the scheme prepared by the international committee of jurists, the Council of the League emphasises that all the members of the committee have signed the report. The council strongly urges its ratification, declaring that failure would be an irreparable international misfortune.

SELECTION OF JUDGES.

The draft scheme provides that the judges of the court shall be elected by the assembly of the League independently from the list of candidates which will be prepared from 44 national groups of the permanent court of arbitration instituted at The Hague by the conventions of 1899 and 1907, each group consisting of two candidates. The court will be composed of 15 members elected for nine years. A concession is, however, made to national susceptibilities by an article giving each party to the dispute the right to have among the judges dealing with a case one judge of his own nationality chosen preferably from the list of candidates. The court must hold session each year and the President is empowered to call extraordinary sessions if required.

A DELICATE QUESTION.

On the delicate question of the court's competence the project says that when a dispute which has arisen between states has been found impossible of settlement by diplomatic means and no agreement has been made to choose another jurisdiction, the party complaining may bring the case before the court. In the case of states which are members of the League the court shall have jurisdiction to decide disputes of a legal nature concerning the categories of disputes mentioned in paragraph II of article XIII of the Covenant. The court shall also take cognisance of all disputes submitted to it by the convention between the parties. The Hague is proposed as the seat of the court.

THE DOLLAR.

To-day's closing rate 4/44
To-day's opening rate 4/44

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

"PITTSBURG" SAFE.

LONDON, September 13th.
Lloyd's agent at Lihon says the American cruiser "Pittsburg" has been towed into the roads after the removal of coals, ammunition and provisions she was carrying.

A MARE'S NEST.

LONDON, September 13th.
With reference to Senator Harding's statement regarding the Covenant of the League, Reuter's correspondent has been informed that the purpose and meaning of both the British and the French texts are identical. The whole contention, which specially refers to Article XXI of the Covenant of the League, is regarded as a mare's nest.

MEXICAN DECREES.

MEXICO CITY, September 13th.
With a view to benefiting the mining industry a presidential decree has been issued which proclaims that mining companies, owing taxes prior to January 1st, may have the same cancelled upon paying the 1920 due levied prior to November 1st. Another decree extends the time for filing claims for damages due to revolutionary activities until March 6th.

MUSIC FINDS.

SHAKESPEARE OF MUSIC.

OUR GREATEST COMPOSER ALMOST UNKNOWN.

Some important musical discoveries, the result of years of patient research, are about to be published by the Clarendon Press, under the aegis of the Carnegie Trust.

The publication is likely to revolutionise commonly accepted judgments of English composers.

Dr. Terry, of Westminster Cathedral, is chairman of the editorial committee of experts which is preparing the MSS. for publication. Much of the music was discovered by Dr. Terry himself.

It is a common mistake to assume that only the best English music has come down to us through the ages. Dr. Terry said to a representative of the *Daily Chronicle*: "The truth is exactly opposite."

Purcell, for instance, is generally quoted as the greatest English composer, but I believe William Byrd, whose MSS. are to be published for the first time under the Carnegie scheme, to be greater. The next generation will probably regard him with the veneration given to Shakespeare.

In my opinion Byrd is as great in music as is Shakespeare in literature. Byrd wrote three masses, a large number of motets, and much secular vocal and instrumental music, and in the cathedral we have given all his masses, and his entire Gradualia, and Cantiones Sacrae. The publication of his complete works in score will now enable musicians all over the world to judge of the quality of his genius.

Dr. Terry went on to explain the difficulties which confronted his colleagues and himself in preparing those old MSS. for publication.

They are written in a notation now obsolete, and therefore (save in late Tudor work) quite unintelligible to the musician of to-day," he said. "The only treatises of this notation are in Latin and in German, which precludes the musician from acquiring its technique unless he is acquainted with these languages. But one of the most serious handicaps is the missing part-books from important MSS. Sometimes one short composition has to be pieced together from part-books in several libraries. Some of the music has been discovered in most unlikely places. Eleven sets of Elizabethan part-books were recently found stowed away in an old cupboard. Works about to be published include those of Taverner, Tye, William Byrd, Thomas Tallis, Robert Whyte, Peter Phillips, and others less known. "The point I should like to emphasise," Dr. Terry added, "is that this music is not merely antiquarian, which should be dismissed as something curious but of little value. It is all 'live' music of a very high quality, both technically and artistically."

To illustrate this point Dr. Terry played one of Taverner's Tudor compositions—a very charming and distinguished piece of work.

The MSS. will be published in two forms—one a quarto edition, the other a popular edition at a cheap price, giving selections suitable for choirs and church societies and competition festivals.

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This letter was written from 2, Ashley Terrace, Castle Road, Folly Oak, Birmingham, in September 1914. Over five years later, on December 2nd, 1919, the proprietors of De Witt's Pills heard again from Mrs. Peters who said: "I have never had a return of any kind of kidney trouble since your Pills cured me five years ago."

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A NICE POINT.

A CAPTAIN'S DILEMMA.

"I WILL BE HANGED FIRST."

On a nice question of how to decide when in doubt, Mr. Bateson, in the Admiralty Court, advised that a captain, when bidden by the Admiralty at Gibraltar to move his ship, should have replied "I will be hanged first."

Mr. Justice Hill said he thought that would place him in the position of troops called on to fire on the Gordon rioters, who would be shot if they didn't and convicted of murder by an English jury if they did!

The situation in which a captain was confronted during the hearing of a claim for damages brought by the owners of the steamship "Rossano" against Messrs. Swan, Hunter, and Wigham Richardson, Ltd., of Walsbrook on Tyne, in respect of a collision with the steamship "Arum" at Gibraltar on August 23, 1918.

The "Rossano" (3,743 tons gross and 364 ft. long) was moored port side to the quay at the detached mole at Gibraltar, when the "Arum" came up on the starboard quarter and it was complained, with her stem and port bow struck the "Rossano" amidships and scraped along her starboard side forward doing damage.

The "Arum" is of 3,587 tons gross and 350 ft. long. She was under requisition to the Admiralty, and had discharged a portion of her cargo of coal, and was drawing 5 ft. more forward than aft. For this reason her captain said he protested when the Admiralty put a pilot on board, took the control out of his hands, and shifted his ship in this dangerous trim without tug assistance. Shortly after the got under way she took a heavy sheer to port towards the "Rossano," and though her engines were worked by the orders of the Admiralty pilot they proved unavailing, and the collision occurred with mutual damage.

The master, in the witness-box, said he was powerless. He was compelled to obey such orders, and the pilot was not the servant of the defendants, and they were not responsible for his acts in attempting to navigate the "Arum" in a dangerous trim. The pilot had been added as defendant, but he had died and his side of the defence was not proceeded with. The pilot, in his pleadings, had attributed the accident to a squall from the south, against which help and port engine actions were unavailing, and he declared the collision was an inevitable accident, an occurrence of the kind against which ordinary care and maritime skill could not prevail. It was said the master protested verbally on the afternoon of August 23, before the "Arum" was moved, to Mr. Frederick Glover, Mr. Bell, and a naval officer at the Shipping Controller's office, and also the King's Harbour-master or captain-attendant to the Admiralty at Gibraltar.

His Lordship, in the course of his judgment, said that the collision happened on Aug. 23, 1918, at Gibraltar. The plaintiff's vessel, the "Rossano," was lying moored to a detached mole head to northward. The "Arum" was a twin-screw motor ship, part-aiden under way, struck with her stem the starboard side of the "Rossano" about amidships. She took a sheer to port, and before it was corrected, struck the "Rossano." There was nothing in

the wind or the weather to cause the collision. The defendants pleaded that they were not liable, partly because their ship was not in fit trim to be under-way, but the Admiralty officials in charge of the port insisted and that the master of the "Arum" was compelled to obey the order and the collision resulted without negligence of any one except of those that compelled the ship to get under way. Secondly, they said that an Admiralty pilot was put by the Admiralty officials in charge of the ship, and that if there was any negligence in the act of shifting the vessel it was the negligence of that pilot who was not the servant of the owners of the "Arum." Thirdly, they said the "Arum" was under way to blame for collision with the "Rossano," which was moored to the mole, prima facie those on board the "Arum" were in charge as servants of the owners and the owners were liable for their negligence. The question to be decided was, had the defendants made out their defence. They had proved that the Admiralty officials were in charge of Gibraltar and provided the tug and the pilot, that the "Arum" was shifted by the orders of the Admiralty officials, and in spite of the protest of the master, that an Admiralty pilot was sent on board by the Admiralty officials, and the master was told that the pilot would take charge of the navigation, which he did, that a tug was employed to tow the "Arum" round, but cast off by the direction of the pilot and against the wishes of the master; and that in the opinion of the master the speed of the "Arum" was excessive, and the engines were reversed too late. It had not been proved that pilotage was compulsory by any general Act or regulation. The compulsion was by the particular order of the Admiralty official, which order the master was compelled to obey. He had asked the Elder Brethren whether, having regard to the trim of the "Arum" and the conditions prevailing, it was improper to attempt to move the "Arum." They answered "No." The defence that the collision was the inevitable result of shifting the ship at all, therefore, failed. The defendants could not shelter themselves under the orders of the Admiralty officials who compelled the ship to shift. The answer involved the further conclusion that the collision was caused by the negligence of someone on board the "Arum," for there was no evidence of any extraordinary force preventing the "Arum" from keeping clear. If properly handled the "Arum" ought to have avoided the "Rossano." He could, however, see no negligence in anyone except the pilot. It was for the pilot to regulate the helm and engine movements, and to decide whether a tug was necessary and whether the anchor ought to have been let go. He held that the negligence causing the collision was the negligence of the pilot alone. That left the question whether the owners of the "Arum" were liable for the negligence of the pilot. He thought at first that that was a simple question, but the argument showed him that it was one of considerable difficulty, and he had come to the point at which he had not yet satisfied himself as to the true answer to that question. Therefore, on that point he was unable at present to complete his judgment. The paid difficulty was as to the effect of Section 15 (1) of the Pilotage Act.

He accordingly reserved judgment on the question of liability.

"THE GREEN FIEND."

ABSINTHE IN FRANCE.

ILLICIT SALE OF SEDUCTIVE LIQUOR.

Absinthe, which was condemned alike by French scientists and doctors, and sale of which was forbidden under heavy penalties at an early stage of the war, is again appearing in the cafes in a camouflaged form. "The Green Fairy" or the "Green Fiend," to mention only two of its pseudonyms, once more attracts its votaries in spite of the incalculable moral and physical benefit which attended its suppression, promptly affirmed by both Chambers at the most critical period of French history. The protest made by M. de Lamarzelle during a discussion of the question in the Senate is not surprising in view of the widespread illicit sale of the seductive liquor. Posters are even to be seen on the walls bearing the word "Enfin!" ("At last!"), with the design of a glass of absinthe, intimating to the public that they can once more secure the drink, the perfume of which is unmistakable in spite of any camouflage on the label on the bottle. Hardened absinthe drinkers like Harpignies, the famous landscape painter, who lived well into the nineties and died during the war, may laugh at the prohibition of absinthe from the health viewpoint.

But the public were assured by the Finance Minister, amidst the applause of the Senate, that the sternest measures will be taken to enforce the law. These are certainly not days in which France can afford to neglect anything which will improve the national bill of health, the discussion of which in the Senate discloses an alarming state of affairs. Tuberculosis alone is responsible annually for 100,000 deaths in France, and venereal diseases for from 60,000 to 80,000. The latter diseases in particular have made increasing ravages since 1914, particularly in the country districts.

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HAVE you ever tried Chamberlain's Pain Balm for rheumatism? If not, you are wasting time, as the longer this disease runs on the body, the harder to cure. Get a bottle to-day, apply it with a vigorous massage to the affected parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

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J. H. TAGGART,
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THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

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ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting.
A. European Baths and Sanitary Fixings, Hot and Cold Water System throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—"VICTORIA"
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(THE ONLY AMERICAN HOTEL IN THE COLONY.)

108 HOOVER STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.
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KOWLOON.

(Two minutes from Star Ferry.)

Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to—
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J. H. OXBERRY, Proprietor.

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Successor to
the late HIKEN TING,
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TERMS VERY MODERATE.
Consultation free.

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G. MOUTON.

15, MERRISON HILL ROAD.

Four New Launches are under construction for the "WALLA" Fleet.

By Appointment of the Admiralty,
Hongkong, September 14, 1920.

to

CHRONIC DIARRHOEA.
ARE you subject to attacks of diarrhoea? Keep absolutely quiet; for a few days, rest in bed if possible, careful of your diet and take Chamberlain's Colic and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed and it will cure you. For sale by

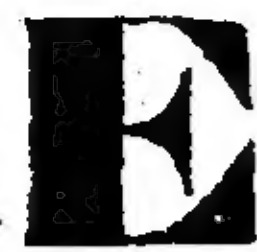
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Surveillance

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

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WHISKY

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WE HAVE JUST RECEIVED THE FIRST DELIVERY OF OUR NEW SEASON'S DRESS GOODS.

Stylish Checks for Coats and Golf Skirts. Plain Colored Cloths For Costumes

SPECIAL VALUE IN ALL WOOL VELOUR CLOTH

12 DIFFERENT SHADES

Exclusive Designs in

Foulard Dress Lengths.

INSPECTION CORDIALLY INVITED.

The China Mail.

"TRUE, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, SEPT. 15, 1930.

PSEUDONYMOUS LETTERS.

Is pseudonymity pusillanimity?

At first estimate, a man who has

not the moral courage to sign his

own name to his own opinions is

not a worthy witness. "Pro-

blem," "Disgusted," "Constant

reader," and such signatures,

mean to say to us, "These are my

opinions, but I'm ashamed of

them." From the newspaperman's

point of view they are almost value-

less, because they carry no weight.

They can be, and sometimes are,

faked in the office of the newspaper

that prints them. In a free coun-

try, committed to the principle of

free opinion and free expression

thereof, they seem so unnecessary.

In practice, however, we know that

they do not call for our scorn.

They indicate a prudent regard for

self-preservation, rather than any

reluctance to identify the writers

with the views and opinions ex-

pressed. For we have learned, or

easily may learn, that from the

freest of free communities, tyranny

and intolerance are not abolished.

Men can be horribly mean, and

mean men have all sorts of power

to penalize those who incur resent-

ment. Overdrafts can be politely

refused, cargo space can be de-

scribed as not available, promotion

and deserved increases of pay can

be retarded, without any ostensi-

ble relation of cause and effect.

But the victims know. They are

meant to know. Here in Hong-

kong it is so well known that only

very independent and earnest

people trust the newspapers with

their names, "not for publication,

but as a guarantee of good faith."

It seems that in the past there has

been leakage. We can only say

that on the China Mail we always

have this special need for secrecy

in mind. Letters for the press have

the thinker, that matters. Every thought has its own individual existence, regardless of the brain in which it germinated, and should be judged on its merits.

HOT-WEATHER FOOD.

The secret of keeping cool in hot

weather is appropriate food. Many

people carry on in summer as in

winter, studding on rich and heat-

producing foods. They mop their

brow, swear at the punkah-wallah,

and tell us it is the hottest summer

that we've had for years, whereas

the simple truth is that they've let

their engines run hot, and have

over-eaten the wrong sort of meal.

Ices and iced drinks are said to be

a mistake, because they stop the

motions of digestion temporarily,

as a cupful of cold water will arrest

the boiling of a panful of food.

Eggs, cheese, fish, and milk are

enough, the experts say, by way

of hot-weather chow, and meats

should appear then only as flavour-

ings. As to quantity, we should

eat 25 per cent. less than we do

in the cold weather. Ice-cream is

a good summer food, but not when

gulped down on top of a hot meal.

It should be swallowed slowly, and

in that way it helps the partaker

to keep cool. Vegetables and fruit

should be better patronized, they

say, and contrary to a common

saying out here, the more you perspire

the more you should drink, in

order to keep the kidneys active.

But very few Hongkong men really

need this advice.

THE MILK FIZZLE.

Round about half a century ago,

the writer used to be a milk ex-

pert. It was then his main tittle.

He has tasted at odd times since,

once or twice really-truly milk, and

often the discoloured water that

passes for it. So he was interested

in this week's prosecution of our

chief purveyors.

First of all, and without any im-

plication of the guilt or innocence

of the Dairy Farm people, it has

to be confessed that the Kowloon

sanitary experts acted inexpertly.

This is not to be wondered at, see-

ing that all the technically "quali-

fied" sanitary officials are mono-

polized on this side of the water.

This is a genuine Kowloon griev-

ance, of which we make a present

to the Ratepayer's Association.

The Dairy Farm seems to have

very few friends just now, since

they raised the price of baby's

boozie, so we realize that we are not

we say that we do not believe there was any deliberate adulteration or dilution. Is it likely? What would employees of a rich company gain by cheating? Nothing for themselves.

We have to dilute this festi- monial, however, by offering our opinion that their milk never seems as rich and thick as that we used to get direct from the farmers at Home. It may well be that this is the wrong season of the year, and that the cows are letting down thin stuff. It is a fact that a cow will sometimes yield milk below the official standard of purity.

With regard to the analysts and their instruments we are always sceptical. It was amusing to read the official suggestion that the Dairy Farm's testing instruments might be out of order. The Government instruments are every bit as likely to be wrong. These experts talk in decimals; they rarely agree; and as we have just seen, a very great deal depends on the method of getting samples. The handsomest certificate possible would never influence our opinion of a glass of milk. We would rather trust our palate.

It is now up to the Dairy Farm to get a bit of its own back. It claims that it can sell all of its milk to the shipping, in bulk, and abolish the cost of distribution, loss on bottles, etc. The public is de- manded to raise the price. Now it has experienced this further indignity. If we were on the directorate, we would propose to do what they claim to be able to do, deprive the public of any chance at the milk which has been called too dear and too watery, and wait and see. What would happen? A petition, probably, to get back to the old footing, and a promise never again to kick at the price.

It is easier and safer and more popular and more profitable to sell Hongkong beer and whisky than milk.

S. & D. SPORTS CLUB.

OFFICE BEARERS ELECTED.

MILITARY CLUB RE-ESTABLISHED.

On Monday evening, a meeting was held at the Victoria Barracks, to consider the re-establishment of the Staff and Departmental Sports Club, one of the oldest Military organisations in the Colony, which became disorganised during the War, owing to the decrease in the number of members.

After the rules had been drawn up and unanimously passed, the following office bearers were elected for the ensuing year:

President.—Colonel L. Humphrey, C.M.G., R.A.M.C.

General Secretary and Treasurer.—Rev. M. W. Shewell, C.F.

General Committee.—G. S. M. Westlake, Sergt. Turner, R.A.S.C.; S. Sergt. Bradley, R.A.O.C.; Corp. Rhodes, R.A.M.C.

For each branch of sports a sub-committee was also elected:

It was decided to enter the hockey, cricket and football teams in the same Leagues as last season.

A series of winter drives and dances will be organised, if suitable accom- modation can be found.

KOWLOON RUSSIANS.

A BOLSHEVIK AGITATION.

"FULMINATIONS IGNORED."

The following message, dated Vladivostok, August 25, appears in the Japan Gazette, of September 2, under the heading of "A failure in South China":

"A Bolshevik representative, by the name of Yovrin, arrived in Kowloon, a couple of miles from Hongkong, in South China, on August 10, and, a few days later started an agitation among the Russian inhabitants there. He extolled the Bolsheviks highly, saying that they had defeated the Whites in the West, forced the Japanese to evacuate in the East, and were daily growing in strength and power. Hardly any of the local Russians, however, paid heed to his fulminations, and Yovrin soon thought it prudent to withdraw."

COOK'S PARIS OFFICE.

NEW SITE.

SITUATED IN HISTORIC QUARTER.

The local office of Messrs. Thos. Cook and Son is in receipt of advice of the opening of new premises in Paris situated in the Place de la Madeleine. The site of the new office is historic, for the Cafe Durand, a familiar feature of old Paris, and a resort patronized by Alexandre Dumas and many other literary lions of his time, was situated there.

This will now be the principal Office of Messrs. Thos. Cook and Son in Paris, instead of the Office situated in the Place de l'Opera.

LOCAL AND GENERAL.

The Vladivostok Government are issuing a further 500,000,000 roubles of notes.

One case of diphtheria (Chinese) is recorded in to-day's return of notifiable disease.

The French cruiser "D'Estrees" arrived in port shortly after 10 o'clock this morning and fired the customary salutes.

According to a special issued by the Harki Headman Semenov, and about thirty officers have been seriously injured by a bomb explosion at Chita station. This news needs confirmation, however, in view of the previous reports that the Cossack chief had already moved to a place of greater safety.

Owing to the inadequacy of hotel accommodation in Japan, the Japan Tourist Bureau is undertaking the business of engaging rooms for travellers in all the principal hotels. This may save people going to places where there is no room for them, but it does not promise any extension of accommodation.

A reduction of 30 per cent. from the regular passenger rates fixed by the Yangtze River Passenger Rates Syndicate—an organised combine of the Yangtze Shipping Companies—has been announced by the proprietors of the different Taikoo boats that ply between the ports of Yangtze River.

Kokosai reports that a lady in Tokyo whose favourite dog died, gave the animal a full-dress funeral, with wreaths, mourners, and hearse. Funerals for animals, however, are by no means a new thing in Japan. Buddhist priests seem to be ready to speed ceremoniously the soul of any living creature whose heirs, assigns, or friends put up the necessary fee.

A Recruiting Rally is to be held in St. Andrew's Church Hall on Monday 20th inst. from 5 p.m. in connection with the Boy Scout Movement in Hongkong. The object is to raise a Patrol in Kowloon, to be run under the auspices of St. Andrew's Church. All British subjects between the ages of 10 and 18 are eligible for Membership and it is to be hoped that Kowloon particularly will give this movement their heartiest support.

According to the *Mainichi*, the Nippon Yusen Kaisha, in view of the depression, is determined to pursue a "negative" policy. It is now reported that the biggest Japanese shipping company proposes to do away with the practice, long followed, of serving tea, cake and tobacco to those who come on board the company's steamers to see their friends. The new rule will also be applied to the company's clerks coming on board on business. In this way, it is computed that at least ¥500,000 will be saved a year. Our contemporary does not state whether the objectionable hospitality enjoyed by the Customs officials will also be curtailed. It is understood that the insolent demands lately complained of on board some of the foreign ships really had their origin in the lavish entertainment supplied on Japanese steamers to these functionaries. But this entertainment may be regarded by the owners as bread cast upon the waters.

Commenting on the death in Hongkong of Mrs. Carter, known to a wide circle of readers as "Hilda M. Love," the *nom de plume* she used in the London *Daily Mail*, a paper with which she had been connected for some years past, the Bangkok *Daily Mail* writes:—The deceased lady arrived in Bangkok early in the present year with her husband, Mr. E. S. Carter, of the firm of United Engineers, Ltd., and was a resident here till July last when Mr. Carter was transferred to the Singapore branch of the firm. Mrs. Carter was taken ill with typhoid in Singapore but it was thought that she had recovered sufficiently to proceed to Hongkong, but a relapse set in. The late Mrs. Carter was for some years on the staff of *Answers* and that of the London *Daily Mail*, her writings in which have caused Bangkok heaps of real enjoyment during the past few months. A cherry lady, possessed of a very real fund of humour, the world is the poorer for her loss, and the most sincere sympathy will be extended to her husband in his great bereavement.

M. PAINLEVE DEPARTS.

SEAPLANE JOURNEY TO HAIIPHONG.

At 10.30 this morning M. Painleve, a former Premier of France, who arrived in Hongkong by the M.M. "Andre Labou", left for Haiphong by seaplane, being piloted by Mr. Ricou of Macao. The pilot came down from Macao early this morning and took his distinguished passenger aboard at Green Island.

It is expected to cover the journey in six hours.

THE HOUSING SHORTAGE.

TENANT WHO WANTED TO GO.

The "epidemic" of shortage of houses was mentioned in the Summary Court this morning, when Mr. Justice Wood heard an action brought by Dr. M. S. Mehta against Ching Lum for \$45 being rent due for the second floor of No. 24, Lee House Street.

Mr. Rowan represented the plaintiff and Mr. Leo. D'Almada the defendant.

Plaintiff's story was that the premises were rented under a verbal agreement for \$45 a month. The plaintiff gave defendant notice to quit and defendant said that he would be willing to go at any time if plaintiff would refund the rent for June. Defendant remained in occupation until July 6, and plaintiff claimed the rent for that month.

Mr. Almada (to plaintiff): You know that there is an epidemic of a shortage of houses?—Yes.

And premises are very difficult to get?—Yes.

Why did you give defendant notice?

I wanted the premises myself.

You were going to start a drug- gist's shop and sell patent medicines?

I required the premises myself.

Mr. Rowan: Because you knew of this shortage of houses you gave him a month and a half notice?—Yes.

His Lordship: You gave the tenant notice on June 7 to leave at the end of July and when he received that notice he came to you and said "I will go if you will let me go at any time."

Plaintiff: He said if I returned the rent for the month of June he would go now.

At a later stage Mr. Almada asked for an adjournment offering to pay the money into Court. He would give his personal undertaking for it.

There was some discussion on the matter of the adjournment, Mr. Rowan eventually asking that the money be paid into Court.

Mr. Almada: I have never heard such a gross mis-statement between solicitors. The personal undertaking of a solicitor has always been accepted. I withdraw my offer and ask for an adjournment.

The case was adjourned.

FORGED OPIUM LABELS.

QUITE GOOD IMITATIONS.

BUT ONE SECRET LITTLE DETAIL MISSING.

Revenue Officer Clarke this morning charged a Chinese, before Magistrate Orme, with the unlawful possession of 37 forged Government opium labels.

Mr. A. E. Hall, who appeared for the defence, said that he would like a short remand, as his client wanted to call a witness for the defence. Counsel added that he would be prepared to proceed with the case to-morrow morning.

Revenue Officer Clarke said that he had no objection to a remand, but he would like the Magistrate to take evidence of Mr. Silva, the label expert of the Hongkong Printing Press that morning and then remand the case. He explained that Mr. Silva was a busy man, and he did not think it fair to ask him to attend Court again to-morrow.

Mr. Hall said that he had no objection. As a matter of fact, he did not intend to contest the fact that the labels found on his client were forged.

Mr. A. Silva, of the Hongkong Printing Press, Government opium label printers, said that when he examined the labels which formed the subject of the charge, he discovered at a glance that they were forged.

The Magistrate: Are they good imitations?

The Witness: Pretty good, but there is one little detail, which is a secret, that is missing.

The Magistrate: Do you think they could easily deceive an unsuspecting person?

The Witness: Yes, they would easily deceive the public. They are good imitations.

Mr. Hall said he had no questions to ask.

The Magistrate remanded the case until to-morrow morning, for further hearing.

JAPANESE SHIPPING.

FLEET TIED UP.

POSITION FAR WORSE THAN AT OUTBREAK OF WAR.

The Kokusai News Agency in Tokyo states that the shipping industry of Japan is experiencing a depression far worse than it did at the outbreak of the European War.

N.Y.K. officials estimate that about 400,000 tons of shipping are at present tied up. This amount is almost equal to the total strength of the N.Y.K. fleet.

The accumulation of merchandise at the warehouses is very great, and is said to be worth about ¥1,500,000,000.

The new Shipping Law of America tends to aggravate the situation, and if the Jones Shipping Bill is carried out in all its entirety it is feared that a severe panic threatens the shipping trade of Japan.

BANISHED FROM SINGAPORE.

NOT ALLOWED TO LIVE HERE.

THIRN WITH A PLAUSIBLE EXCUSE.

Before Magistrate Orme this morning, a Chinese was charged, at the instance of Inspector Lanagan, with the theft from an unnumbered matching at Kowloon Tong, of three pieces of clothing, the property of a vegetable gardener.

The defendant, who denied the theft, said that he had been only two days in the Colony, and was looking for his elder brother, who lived in Kowloon Tong. He went into the match- ed to enquire the way. When he found that the inmates were not in, he walked out. At the door, he was caught by two men who accused him of theft.

One of the inmates of the match- ed said that he was asleep at 5 a.m., when he was aroused by his sister-in-law calling out "thief." He got out of bed just in time to see the defendant leaving the match- ed, th the clothing under his arm.

The Magistrate: Is there anything known about the defendant?

Inspector Lanagan: Not here, your Worship, but he is a banished from Singapore.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS.

To Macao: Daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao: daily at 8.30 a.m. and 2 p.m. (Mondays at 7 a.m.)
and 5 p.m. (Sundays at 5 p.m. only).

Police permits to leave the Colony are not required.
Further information may be obtained at the Consular Office, Hotel Mansions,
or from Messrs. T. Lee, Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

NEW YORK AND BOSTON.

VIA SUEZ OR PANAMA CANAL AT OWNERS' OPTION.

S.S. "EGREMONT CASTLE"

Sailing on or about 20th September.

VIA SUEZ

S.S. "MUNCASTER CASTLE" - Sailing on or about Middle Nov.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA" - Sailing on or about 6th October.

FOR BRINDISI, VENICE, TRIESTE, ETC.,

TAKING CARGO ON THROUGH BILLS OF LADING.

FOR LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

S.S. "AFRICA"

Sailing on or about 7th November.

Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

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Regular Service between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "HOKUTO MARU" - Sailing on or about 19th October.

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Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG - Monthly direct service via Singapore and Port Said.

ATLAS MARU - Tuesday, 22nd Sept.

ARGON MARU - Saturday, 16th Oct.

BUENOS AIRES - Rio de Janeiro, Santos, Manzanillo, Lurba and

Cape Town via Singapore.

CANADA MARU - Tuesday, 2nd November.

BOMBAY & COLOMBO - Regular fortnightly service via S'pore.

GANGES MARU - Beginning October.

SAIGON, BANGKOK & SINGAPORE - Regular Monthly

service.

UNNAN MARU - Saturday, 2nd Oct.

SYDNEY & MELBOURNE - Monthly service taking cargo to

New Zealand and Pacific Island.

KUNAJIRI MARU - Monday, 27th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA -

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU - Monday, 27th September.

NEW YORK - Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

HONOLULU MARU - Monday, 20th September.

NEW ORLEANS LINE.

SUMATRA MARU - Monday, 6th November.

JAPAN PORTS - (Call Shanghai omis Yokohama).

KEELUNG via SWATOW & AMOY - These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAKUSA MARU - Tuesday, 21st September.

TAKAO via SWATOW and AMOY.

SORHU MARU - Thursday, 23rd September.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI & TSINGTAO. Sailing Sept. 19, at 10 a.m.
AMOI, SHANGHAI AND PUKOW. Sailing Sept. 21, at 10 a.m.
SWATOW & BANGKOK. Sailing Sept. 21, at 10 a.m.
MANILA, CEBU & ILOILO. Sailing Sept. 22, at 4 p.m.
SHANGHAI. Sailing Sept. 22, at 10 a.m.

SHANGHAI LINE - PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation available. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE - Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:-

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AGENTS.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"CROSSKEYS" - About Sept. 20th.

"ICONIUM" - About Oct. 6th.

For NEW YORK.

"ELDENA" - About Oct. 15th.

"CITY OF JOLIT" - About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:-

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HOTEL MANSIONS.

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Freight Service to Europe.

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TRANS-PACIFIC FREIGHT SERVICE.

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DOE INWARDS. ABOUT. SAILING. ABOUT.

S.S. "VINITA" - Oct. 10. S.S. "VINITA" - Oct. 13.

S.S. "WEST HIXTON" - Nov. 1. S.S. "WEST HIXTON" - Nov. 4.

S.S. "WEST MONTOP" - Dec. 1. S.S. "WEST MONTOP" - Dec. 1.

Through Bills of Lading to all U.S. and Canadian Overland Points.

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"DILWABA"	5,400	17th Sept. at Noon	Singapore, Colombo & Bombay.
"REIVA"	5,000	24th Sept. at Noon	MASSILLON LONDON & A'werp.
"NANKIN"	5,900	8th Oct. at Noon	MASSILLON LONDON & A'werp.
"KASHGAR"	5,900	22nd Oct. at Noon	MASSILLON LONDON & A'werp.
"ALIPURE" (Cargo)	5,900	30th Oct. at Noon	MASSILLON LONDON & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	21st Sept. at Noon	Straits, Bangkok and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KAWANA"	7,000	28th Sept. at Noon	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,900	5th Oct. at Noon	
"ESTER"	4,900	1st Nov. at Noon	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,900	17th Sept. at Noon	Shanghai and Japan.
"GREGORY APCAR"	4,900	18th Sept. at Noon	Shanghai and Japan.
"TORILLA"	5,900	21st Sept. at Noon	Shanghai and Japan.
"KASHGAR"	5,900	22nd Sept. at Noon	Shanghai and Japan.

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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors. Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
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TAMBA MARU ... Friday, 24th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Monday, 20th Sept., at Noon.
TAMBA MARU ... Monday, 24th Oct., at Noon.
MISHIMA MARU ... Friday, 16th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.
DAKAR MARU ... Friday, 20th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo Suez and Port Said.

TOTTORI MARU ... Tuesday 22nd September.
WAKASA MARU ... Friday, 22nd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU ... Wednesday, 24th Oct., at 11 a.m.

NEW YORK via Suez.
MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama.
CALCUTTA MARU ... Sailing from Kobe ... Sunday, 26th September.

SOUTH AMERICAN PORTS via Cape.
TORA MARU ... Sailing from Singapore ... Beginning of October.

BOMBAY & COLOMBO via Singapore.
TATSUMI MARU ... Wednesday, 16th September.
YOKOHAMA MARU ... Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.
TOMIURA MARU ... Sunday, 2nd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... Friday, 17th September, at 11 a.m.
AKI MARU ... Saturday, 15th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
SADO MARU ... Thursday, 18th September, at 11 a.m.
SHINJI MARU ... Monday, 20th September.
KITANO MARU ... Thursday, 30th September, at 11 a.m.

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S.S. "CELTIC PRINCE" on or about 10th October.

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

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STEAMERS: TONR, LEAVE HONGKONG.

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KURE MARU ... 8,000 ... Sept. 20th.

SIBERIA MARU ... 10,000 ... Oct. 12th.

TENYO MARU ... 12,000 ... Oct. 25th.

SHENYU MARU ... 12,000 ... Nov. 22nd.

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THENCE BY TRANS-ANDALY ROUTE TO BUENOS AIRES.

STEAMERS: TONR, LEAVE HONGKONG.

SEIYO MARU ... 14,000 ... Nov. 9th.

KIHO MARU ... 17,900 ... Jan. 10th. 1921

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NOTICES TO CONSIGNEES

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"MOORISH PRINCE."

Having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Friday, 17th instant, at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, Sept. 12, 1920.

NOTICE TO CONSIGNEES.

THE Steamship.

"BORNEO MARU."

FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 15th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 28th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 21st inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., Ltd.

Agents.

Hongkong, Sept. 15, 1920.

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FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"BENALDER."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

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Hongkong, September 11, 1920.

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"VENEZUELA" ... Wednesday, Nov. 2nd.
"HOUDELOU" ... Wednesday, Dec. 1st.
"KASHI" ... Saturday, Dec. 11th.
"JACOB" ... Friday, Sept. 17th.
"LAKE FAUL" ... Friday, Sept. 24th.
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NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship,

"SADO MARU,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

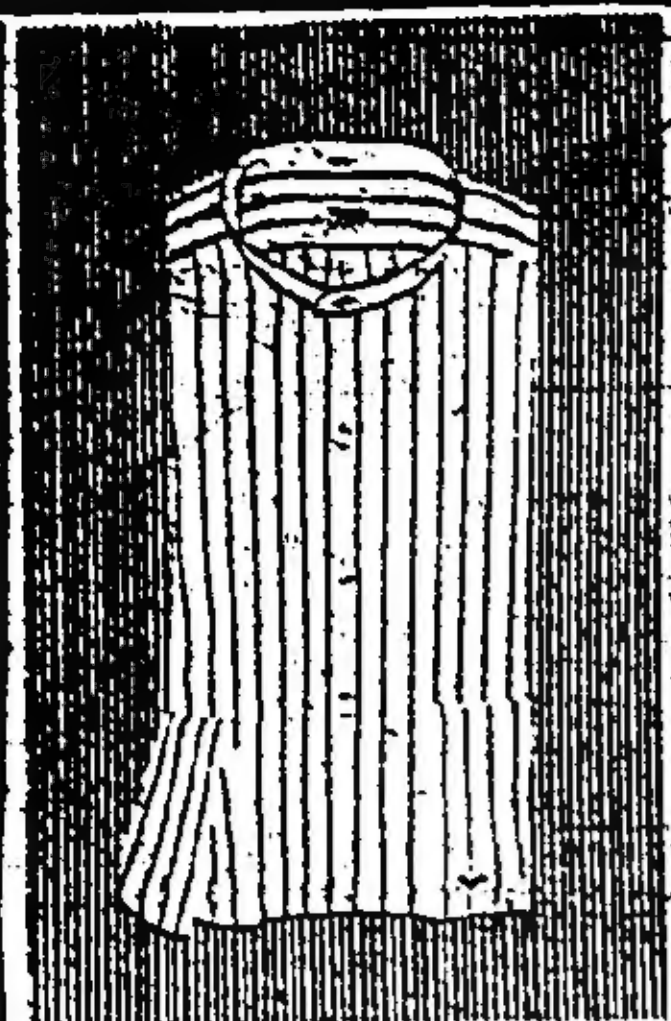
Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 22nd Sept. 1920, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.



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NEWS FROM HOME.

SPORT AGAIN.

(From Our Own Correspondent.)

London, August 10.

In spite of all our preoccupations it is good to see the special trains starting once more for the Scottish moors, filled with men, guns and dogs—though the dogs are not so numerous as before the war. The expectations, especially in Forfarshire, are of a first class grouse season. Taken all round, the sweeping rains throughout July have done game birds less harm than was feared, though the last hatched seem to have grown more slowly than the earlier birds. A sign of the times is that industrial leaders from Manchester, Birmingham and elsewhere have rented moors for the first time. The moneyed aristocrat is less evident. Some moors have been let to French and American sportsmen. Far more have travelled by motor car to their shoots than ever before. Scottish moors are in better shape than the English or Welsh moors. Only in the low lying places, where the floods destroyed hundreds of nests, is there lamentation.

THE HARVEST.

But the farmers are seeing the outlook with a more billowy eye. The early summer was so dry that the root crops were endangered. Then July was so wet and stormy that the grain crops were heavily laid and hand harvesting is necessary in many tangled fields, for the machines can get at the chaff. Now the weather is fine by fits and starts. The corn is ripe, but it has to be gathered on the "tip and run" principle, whenever there is enough sunshine to dry it.

GOING SLOW.

With doubts and uncertainties all around, it is not surprising that there is extreme caution in all business operations. Speculative business, either in stocks or commodities, has practically disappeared. The Government's financial policy is distrusted. Capital has been badly hit by the heavy taxation: credit has been shaken by the lack of confidence in the future. Apart from that, and the coincident labour demands, the business position is sound.

But until the international horizon is clearer and home affairs settle down, there will be much misgiving and a disinclination to accept risks. Most firms, I understand, are carrying fewer stocks than usual. They won't plan two years ahead—two months is enough. They cannot estimate the trend of future prices as in the past.

Of course labour is demanding more and more money to meet the constantly increasing cost of commodities. These in their turn show rises regularly conforming to the Government borrowing and the resulting inflation of currency. Along with this more costly labour runs the shorter hours; apparently, and actually, conflicting conditions. The production suffers. This adds to the cost and, combined with the trend of exchange movements, makes our goods prohibitively high for many countries. One result is this—the normonists, free from restrictions as to hours of labour, are making lots of money and are becoming employers of labour in a small way, themselves.

ROUSING THE COUNTRYSIDE.

In previous letters I have indicated one of the most striking developments of this summer—the prevalence of the motor car—a-banc in out-of-the-way country haunts that were hitherto the abode of peace. Every week this tendency is increasing, and every day there are more complaints that

the people who are taking advantage of the trips do not pay any attention to the properties, but fill the glades with noise and violence. This is an otherwise beneficent provision being degraded. Presumably, no doubt, regulations will reduce the cause of complaint. In the meantime some wise licensed victuallers are curbing noisy Sunday trippers by closing their bars and refusing to serve riotous parties who come whirling along the roads with shouts and songs.

THE COALITION SLIDE.

Since the general election the Coalition Government has lost ten seats—five of them to the Labour party. It is striking to note that these have not been confined to the more intense atmosphere of industrial towns, but have also been in agricultural divisions where Hodge has been traditionally difficult to rouse. The last Labour victory has been in South Norfolk, where a late-arriving Labour man beat a Coalition candidate and an Independent Liberal in a quarter where the Liberals had been strong for many years. It shows the direction of the tide. I do not think there will be a Labour Ministry at the next election, but it is on the way. People in unexpected places are showing Labour earnings. Many prominent Liberals have already joined the Labour group. In this South-Norfolk election the Earl of Kimberley was a prominent platform supporter of the Labour candidate.

Yesterday one of the leading stockbrokers in the City, a man employed by some of the biggest banks and commercial concerns, told me he had hitherto been a Conservative but now intended to vote for the Labour party. The Coalition has, in fact, outstayed its welcome. The Liberal party is for the present hopelessly split between Lloyd George and Asquith. The new cleavage would seem to be between a new and more extreme democratic party and high Toryism.

NEW PLAYS.

After a period, during the war, when the dramatic soul of the nation seemed to have been lost in a chaos of peurile revues and so called musical comedies, we are seeing a revival of striking plays. For the lover of scenic effects, the "Garden of Allah" has attractions, in addition to the story. The "Villa Rose" is dramatic. Barrie's "Mary Rose" is mystic. Now we have Somerset Maugham's new war problem play, "The Unknown", in which the hero is an atheist and the question even recurs "Who will forgive God?" The thrill in it has not been equalled for many years. It gripped the audience on the first night like a vice and some of the characters were played with living realism. Yet the author was not called for at the close. Was it blasphemy? That was the question.

The answer is that it is not blasphemy. But many ardent religious people will doubtless resent the raising of doubts. There is the pious woman in the play who could forgive God when her first son was taken, but who could not forgive Him when her second and last went. There is the soldier hero who was a believer before the war—an unbeliever afterwards. But there is the old colonel whose Christianity had failed him, who was afraid to die until the administration of the Holy Sacrament.

Then there is the speech of the doctor, considered by some critics to be one of the finest ever delivered on the stage, which may be summed up somewhat like this. God is not all-powerful. He has the age-long struggle with evil. All of us, even the meanest, can help him. "Our goodness adds to his strength." "When we are good we are buying silver bullets for the King of Heaven."

When we are bad we are trading with the enemy.

Whatever the verdict of the public may be, this drama—this play—is taking people to the theatre who for the past few years have gone there rarely, because of the paltry fare that was being offered.

EXCURSIONS AGAIN.

Next week we are to return to excursion trains. Not the cheap trips we had before the war—half a guinea for a day in Boulogne or a half-crown return ticket to the sea-side—but a single fare return ticket to several coast resorts. It is better than nothing, though it gives an unfair advantage to people with leisure enough to travel in the middle of the week. The rest of us will have to pay seventy-five per cent increase on the return fares that will be charged for travelling.

HUMAN WONDERS.

London is marvelling about two human wonders—a little Japanese who does five things at once—including squaring cube roots—at the Coliseum, and an eight-year-old Polish boy who plays twenty players at once and usually wins. Both are uncanny in their facility. The Japanese reads the paper, does his cube root, writes backward, answers questions, and recites proverbs all at the same time. I understand his engagements run for the next year or two.

WOMEN GOLFERS.

One of the curious features of this post-war period is the fact that more women are taking to golf and more men to tennis. The women appear to like playing on men's courses and though many are weak on golf they are first rate at putting. Some Southern clubs owe their present prosperity to the influx of women members.

THE TRADE RETURNS.

The trade figures for July, just out, are remarkable. There is an excess of imports over exports of only £8,000,000, the smallest since the war. The optimists will probably be claiming that if we add the invisible exports there is no adverse balance at all. What is more probable is that abnormal circumstances are operating. Our grain and flour imports are offset by nearly an equal fall in meat, cotton and wool imports are also lower—but meat, cotton and wool buying have been checked by the heavy supplies on hand and the tendency to await possibly lower prices, plus the greater difficulty of financing supplies, owing to the disinclination of the banks to lend money on any commodity speculation.

A less favourable indication is the advance of more than £16,000,000 in the imports of articles wholly or mainly manufactured. On the other hand, the export returns are far more encouraging. Of the total expansion of £78,000,000 in exports, about £70,000,000 is due to articles partly or wholly manufactured; cotton yarns and manufactures amounting to an increase of £21,500,000, and woollen and worsted yarns and manufactures to over £5,000,000. What is more satisfactory still is the fact that while we have renewed considerable trading with the impetuous countries of Europe, we have decreased our imports from America and increased our exports to that country, especially as to piece goods. Nevertheless, we are still dependent largely on the United States, our imports being of the value of £125,000,000 for the June quarter, against our exports to American ports of £34,000,000. It is, as stated above, an improvement on earlier months, but leaves room for still greater efforts.

We have been seeing heavy fluctuations lately in the exchanges. Some of this has been due to the international clouds, but the main factor in the low sterling value in New York has been the heavy forward purchase of dollars to meet autumn payments for grain and other commodities.

A reflection of the rise of silver in the past few years is seen in the desperate efforts of a Java planting company to rid itself of debentures placed with a Shanghai Trust company in 1915, when capital could not be raised in London. The debentures were to carry 8 per cent interest, payable in taels, to be redeemable in taels, and to carry the right to a percentage of the profits until 1930. Owing to the rise in silver, the service of these debentures has been costing about double what was anticipated. So the shareholders are making sacrifices to pay them off now, before a worse thing befalls them.

Yesterday saw the operation of the 20 per cent increase in Trans-Pacific fares announced by the Canadian Pacific Ocean Services Ltd., the China Mail Steamship Co., the Nippon Yusen Kaisha—the Pacific Mail Steamship Co., and the Toyo Kisen Kaisha.

KRASSIN'S PAST.

CHECKERED GLIERE.

AN ADVENTUROUS LIFE.

A Russian correspondent writes as follows to the Morning Post:—Why is Krassin coming back not alone, but in company with Kamenev-Rosenfeld? Perhaps a biographical sketch of the former will help to elucidate the question. Leonid Borisovich Krassin, nicknamed Nikitch by his revolutionary comrades, was born on July 28, 1870, in Siberia, at Kurgansk. In the government of Tobolsk. He was sent to a school at Tumen, and in 1887 entered the Technological Institute of St. Petersburg, whence three years later he was expelled for having taken part in a students' agitation. Soon afterwards he was taken back, but was again expelled in 1892 for his share in the revolutionary demonstration on the occasion of the funeral of the author Chekhov. A year later he was suspected of being concerned in the conspiracy known as that of the Secret Group of Moscow. A Government inquiry failed to establish his complicity, but it was proved that he had had relations with revolutionary agitators.

In 1894 he was expelled from the Army Reserve, and sentenced to three months' imprisonment, followed by three years' police surveillance in one of the north-eastern districts of the government of Volga. Under the pretext of ill-health, however, he contrived to get permission to spend the period of police surveillance at Irkutsk, where his relations resided, and also to get it reduced to one year. It will be seen that the Tsarist régime was far less terrible than that of the Bolsheviks, and moreover, that Krassin was not above craving favours from a detested bourgeois Government. In 1897 he was authorized to reside anywhere except in the capital or the University centres. Forthwith he obtained a passport and travelled abroad, where he became a member of the Financial Committee of the Russian Social Democratic Party, as the Bolshevik group headed by Lenin was then called. On his return to Russia he was arrested at a meeting of members of this group at Moscow, but cunningly contrived to secure his release. In March, 1908, he was arrested in Finland on suspicion of being concerned in revolutionary propaganda, but again set at liberty for want of sufficient evidence of the fact.

In August and September of the same year Krassin took part in the meetings of the Russian Social Democrats at Geneva. It is from this period that Krassin's financial services to the Bolshevik cause may be said to have begun. He remained abroad, entered the service of the Germans as an engineer, and was much appreciated by them not only as a skillful worker, but as one who was secretly engaged in undermining the foundations of that Russian State which they so detested. After the war broke out Krassin still remained in the service of the Germans, and it was not until 1918 that he was despatched to Russia by the then rulers of Germany "in order to restrain in some measure the terrorist methods and the excessive revolutionary zeal" of Lenin and others, who also had been sent to Russia by the German General Staff for purposes of its own. On his return to his native country Krassin put himself at the disposal of Lenin for the rehabilitation of the broken-down economic and social machine of Soviet Russia.

Krassin was placed at the head of the five principal Government Departments, including transport and food supply. As dictator he employed terrorist methods in pursuance of his ends. As he became more and more powerful Trotsky, Zinoviev, Litvinov, and others became hostile to him, but Lenin supported him with all his authority, and in Germany he had powerful supporters in men like Hugo Stinnes and Felix Deutsch. It was, therefore, to Krassin that Lenin confided the negotiations with the "imperialist Governments," and more particularly with the "greatest enemy of all," England. But before he left he founded an organization called the Centrebriplein, composed of experienced smugglers and distributors of propaganda literature, whose business it was to undermine the resistance of Poland.

When in London, Krassin did not conceal his hopes of destroying Poland. Russia, he said, did not desire to take Polish territory, but only intended to restrict Poland within her natural frontiers and to compel her to adopt a Socialist form of government. The Soviet propaganda, he declared, would do the rest. After that the Bolsheviks would deal with Wrangel. As for Europe, he said,

THE KING'S CURIOS.

PRIVATE COLLECTION.

WONDERFUL OLD CHINA.

Probably few of the thousands who visit Windsor Castle every year have seen the museum, over the Esplanade entrance, in which King George treasures his private collection of curios ranging from war relics to walking sticks. Here, too, will be seen mementoes of every campaign of recent years, including King Theodore's cap and gold belt, presented to Queen Victoria at the conclusion of the Abyssinian war. The scarlet saddle, edged with gold, captured from the late amir of Afghanistan; and the crimson banner of Wad Bishan, which fell into Lord Kitchener's hands at Frikah. Here, too, is to be seen a wonderful collection of old china, consisting of 10,000 pieces, and valued at £750,000.

One of the beautiful pieces of Sevres ware, alone represents a value of \$150,000, while a breakfast service given to George III. on his birthday in 1810 by his daughters, is worth \$50,000.

Among the humours are the writing desk given by Henry VIII. to Anne Boleyn on their wedding day, and a Venetian chair used by the Doges and dated 1670. There is also a solid silver table of the same period. The King's collection of feather cloaks is valued at \$50,000. They are composed of gold, black and crimson feathers from the wings of a now extinct species of parrot, and were given to George IV. by the King of the Sandwich Islands in 1824.

Not far away may be found the collection of walking sticks King Edward inherited from his mother, numbering 187 in all, many of them of great value. One, purchased at the Culloden sale in 1807, is carved to represent Wisdom and Folly; another, of black oak, originally belonged to Charles II. while a third is made from the wood of the luckless Alabama.

FINGER-PRINTS FOR ALL.

INFALLIBLE SYSTEM.

USE IN BIRTH REGISTRATION.

Although the human body, by dissolution and replacement of the cells of which it is composed, is in constant process of change, the lines on our fingers remain identical throughout life. As a means, therefore, of identifying persons suspected by the police, the finger-print system is infallible, and hitherto it has been applied universally only in that obvious direction.

But the fact that Nature supplies every babe at birth with its own "identity disc," which cannot be lost—save by mutilation—and never wears out, has prompted the suggestion of the New York Police Department that the finger-prints should be filed with the birth certificate of every child. Cases in the courts show what a puzzling problem identification is. There is much positive evidence, but little positive proof. One may safely say that not half the cases of impersonation come to light. It is attractive to reflect that if such a system of registration were adopted universally no person could ever again be described as "unknown." To-day certainty of identity is confined to convicted criminals, but every year takes its distressing toll of innocent yet "unknown" persons "missing," killed in accidents, drowned, or suffering from lost memory as the consequence of mental shock. In the future we may expect to have populations scientifically catalogued on a finger-print basis.

It no longer existed, and the League of Nations was nothing but a hoax, or at best the chimera of ignorant dreamers. Moscow, he added, would accept Mr. Lloyd George's conditions. This would afford the Bolsheviks a respite of which they would take advantage to redouble their efforts. These views sufficiently describe Krassin, a crafty, indefatigable, and experienced revolutionist, and a Germanophile.

But Zinoviev, Trotsky, and others regard him as too fond of compromise and are jealous of his influence over Lenin. That is why Kamenev-Rosenfeld, who is considered a pure Bolshevik, is being sent over with him. But Krassin is not likely to show himself to be anything but a far more than a match for Kamenev.

NOTICES.

DAIRY FARM NEWS.

SAUSAGES

PORK SAUSAGES

KEEF

LIVER

BOLOGNA

BRAWN

Made daily

TO-DAY'S SPECIALITY

OXFORD SAUSAGE.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

ALTERATION OF PREMISES

WHITEAWAYS

are holding a

SPECIAL SALE

of

CARPETS, LINOLEUMS AND MATTINGS

at

Lower prices than pre-war days

Mattings 18" wide 45 cts. per yard.

" 27" wide 75 cts. per yard.

" 36" wide \$1.15 per yard.

Wider Width in proportion

Naime Linoleum \$2.00 Square yard.

Plain Brown or Green Linoleum \$1.50 Square yard.

Remnants at giving away prices.

ABSOLUTE CLEARANCE

OF

LARGE SIZE INDIAN CARPETS

SIZES 16 x 12, 18 x 14, 12 x 9

\$155.00, \$122.00, \$100.00

Hearthrugs and Door Mats at Nominal

Prices to Clear.

AT

WHITEAWAYS

The Furnishers

HONG KONG

(Incorporated in England.)

GENTLEMEN'S

GOODS

MERCERY

Beautiful Four-in-hand Ties

Bow Ties, Collars, Studs,

Cuff Links, Shirts, Pyjamas,

Underwear, Socks, etc., etc.

THE SINCERE

CO. LTD.

GENTLEMEN'S GOODS

DEPARTMENT

MUSTARD & CO.

Donnaught Rd. Central.

Telephone No. 1186.

DALTON - ADDING - LISTING - CALCULATING - MACHINE

ALMOST human in its capabilities; MORE than human in its accuracy.

TEN KEYS ONLY

Operation as Simple as a Typewriter. Demonstrations given on request.

Machines put out on trial, free of charge.

SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 5.)

JAPAN PORTS.

Sept. 17.	N. Y. K.	Nikko Maru.
18.	N. Y. K.	Gregory Apoc.
19.	N. Y. K.	Shin-i Maru.
20.	N. Y. K.	Torika.
21.	N. Y. K.	Kashgar.
22.	N. Y. K.	Tsimtsok.
23.	N. Y. K.	Shanghai.
24.	N. Y. K.	Kita Maru.
25.	N. Y. K.	Alipor.
26.	N. Y. K.	Porto.
27.	N. Y. K.	(D. & Co.) Africa.
28.	N. Y. K.	Tsao.
29.	N. Y. K.	Novar.
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AMERICAN PORTS.

VANCOUVER.

Sept. 20.	A. L.	Crosskey.
21.	A. L.	West Ivan.
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VICTORIA.

Sept. 20.	A. L.	West Ivan.
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SEATTLE.

Sept. 20.	A. L.	West Ivan.
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TACOMA.

Sept. 20.	A. L.	West Ivan.
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SAN FRANCISCO.

Sept. 17.	T. K. K.	Pard Maru.
18.	T. K. K.	Titanic.
19.	T. K. K.	China.
20.	T. K. K.	West Ivan.
21.	T. K. K.	Tonyo Maru.
22.	T. K. K.	Korea Maru.
23.	T. K. K.	Elkora.
24.	T. K. K.	West Ivan.
25.	T. K. K.	Colombia.
26.	T. K. K.	Siberia Maru.
27.	T. K. K.	Tonyo Maru.
28.	T. K. K.	Nanking.
29.	T. K. K.	Nie.
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LOS ANGELES.

Oct. 13.	L. A. P. N.	Vinita.
14.	L. A. P. N.	West Hinton.
15.	L. A. P. N.	West Hinton.

VALPARAISO.

Nov. 8.	T. K. K.	Seio Maru.
9.	T. K. K.	Seio Maru.

CUBA.

Sept. 22.	S. & D.	Chippung.
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NEW YORK.

Sept. 18.	S. & D.	Aquarius.
19.	S. & D.	Honolulu Maru.
20.	S. & D.	Celtic Prince.
21.	S. & D.	Eldena.
22.	S. & D.	Melville Dollar.
23.	S. & D.	Sumatra Maru.
24.	S. & D.	City of Joliet.
25.	S. & D.	(Via Suz.)
26.	S. & D.	Egmont Castle.
27.	S. & D.	Alax.
28.	S. & D.	City of Dunkirk.
29.	S. & D.	Moroka Maru.
30.	S. & D.	General Church.
1.	S. & D.	Tyden.
2.	S. & D.	Agamemnon.

BOSTON.

Sept. 21.	B. L.	City of Dunkirk.
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DURBAN AND CAPE TOWN.

(Via Buenos Aires, Rio de Janeiro, Santos and Mauritius.)

Beginning August 15, "WALLA WALLA" BOATS will call on all Ships flying the call flag "ZED."

EUROPEAN PORTS.

RINDISI, VENICE, & TRIESTE.

Oct. 2-L. T. (D. & Co.) Hungary.

Nov. 1-L. T. (D. & Co.) Africa.

GENOA.

Sept. 21.	G. & S.	Glenariff.
22.	G. & S.	Titan.
23.	G. & S.	Pelena.
24.	G. & S.	Demodocus.

MARSEILLES.

Sept. 24.	P. & O.	Kfva.
25.	P. & O.	Pani Locat.
26.	P. & O.	Shidnoka Maru.
27.	P. & O.	Tokoro Maru.
28.	P. & O.	Titan.
29.	P. & O.	Nankin.
30.	P. & O.	Armadon Behic.
1.	P. & O.	Barryville.
2.	P. & O.	Shidnoka Maru.
3.	P. & O.	Tokoro Maru.
4.	P. & O.	Titan.
5.	P. & O.	Nankin.
6.	P. & O.	Armadon Behic.
7.	P. & O.	Barryville.
8.	P. & O.	Shidnoka Maru.
9.	P. & O.	Tokoro Maru.
10.	P. & O.	Titan.
11.	P. & O.	Nankin.
12.	P. & O.	Armadon Behic.
13.	P. & O.	Barryville.
14.	P. & O.	Shidnoka Maru.
15.	P. & O.	Tokoro Maru.
16.	P. & O.	Titan.
17.	P. & O.	Nankin.
18.	P. & O.	Armadon Behic.
19.	P. & O.	Barryville.
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21.	P. & O.	Tokoro Maru.
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24.	P. & O.	Armadon Behic.
25.	P. & O.	Barryville.
26.	P. & O.	Shidnoka Maru.
27.	P. & O.	Tokoro Maru.
28.	P. & O.	Titan.
29.	P. & O.	Nankin.
30.	P. & O.	Armadon Behic.

LONDON.

Sept. 20.	N. Y. K.	Yokohama Maru.
21.	N. Y. K.	Mentor.
22.	N. Y. K.	Glenariff.
23.	N. Y. K.	Khiva.
24.	N. Y. K.	Atlas Maru.
25.	N. Y. K.	Tanaka Maru.
26.	N. Y. K.	Nankin.
27.	N. Y. K.	Stentor.
28.	N. Y. K.	Carpenter-hire.
29.	N. Y. K.	Helena.
30.	N. Y. K.	Matoppe.
1.	N. Y. K.	Mishima Maru.
2.	N. Y. K.	Argon Maru.
3.	N. Y. K.	Yamaguchi.
4.	N. Y. K.	Yamaguchi.
5.	N. Y. K.	Yamaguchi.
6.	N. Y. K.	Yamaguchi.
7.	N. Y. K.	Yamaguchi.
8.	N. Y. K.	Yamaguchi.
9.	N. Y. K.	Yamaguchi.
10.	N. Y. K.	Yamaguchi.
11.	N. Y. K.	Yamaguchi.
12.	N. Y. K.	Yamaguchi.
13.	N. Y. K.	Yamaguchi.
14.	N. Y. K.	Yamaguchi.
15.	N. Y. K.	Yamaguchi.
16.	N. Y. K.	Yamaguchi.
17.	N. Y. K.	Yamaguchi.
18.	N. Y. K.	Yamaguchi.
19.	N. Y. K.	Yamaguchi.
20.	N. Y. K.	Yamaguchi.
21.	N. Y. K.	Yamaguchi.
22.	N. Y. K.	Yamaguchi.
23.	N. Y. K.	Yamaguchi.
24.	N. Y. K.	Yamaguchi.
25.	N. Y. K.	Yamaguchi.
26.	N. Y. K.	Yamaguchi.
27.	N. Y. K.	Yamaguchi.
28.	N. Y. K.	Yamaguchi.
29.	N. Y. K.	Yamaguchi.
30.	N. Y. K.	Yamaguchi.

HAYRE.

Sept. 21.	B. F.	Mentor.
22.	B. F.	Eurythia.
23.	B. F.	Pelena.
24.	B. F.	Idomeneus.

LIVERPOOL.

Sept. 22.	N. Y. K.	Tokoro Maru.
23.	N. Y. K.	Eurythia.
24.	N. Y. K.	Titan.
25.	N. Y. K.	Pelena.
26.	N. Y. K.	Wakasa Maru.
27.	N. Y. K.	Tokoro Maru.
28.	N. Y. K.	Idomene

STEAMER DISABLED.

TYPHOON NEAR GUAM.
STEERING GEAR DISABLED.

A Tokyo dispatch to the Asahi says the O.S.K. "Busbu-maru" (4,000 tons) was much knocked about in a typhoon near Guam on the 26th ultimo, when she was on the way to Australia from Yokohama. Her steering gear was disabled and she drifted for four days and nights. At last she managed to reach port, however, and is now under repair. It is uncertain whether the ship can pursue her journey to Australia. Mr. Nomura, the Head of South Seas Department, is quoted by the Asahi journal as confirming the news. The steamer, he says, was loaded with timber, cotton yarn, provisions, etc.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Sept. 18	B. F.	City of Dunkirk.
20	B. F.	Mentor.
21	B. F.	Ajax.
Oct. 7	B. F.	Stentor.
14	P. & O.	Dumera.
15	B. F.	Telrasia.
20	B. F.	Keenun.
21	B. F.	Telamon.
22	B. F.	Helena.
23	B. F.	Antiochus.
24	B. F.	Epionor.
25	B. F.	Atreus.
Dec. 6	B. F.	Pyrrhus.
13	B. F.	Orestes.
19	B. F.	Memnon.
21	B. F.	Demodocus.

FROM JAPAN.

Sept. 18	N. Y. K.	Yokohama Maru
19	R. F.	Lycon
20	R. F.	Tanda
21	P. & O.	Khiva
22	P. & O.	Ranowia
Oct. 1	P. & O.	St. Albans
2	B. F.	Terpyllus
7	P. & O.	Nalaka
8	R. F.	Gregory Apar
9	R. F.	Terrila
10	R. F.	Felipa
11	P. & O.	Rastgar
12	P. & O.	Alipore
13	P. & O.	Eastern
14	B. F.	Japon
15	B. F.	Agapenor
16	B. F.	Domeneus
17	P. & O.	Novara
18	P. & O.	Nellora
19	B. F.	Telemachus
20	B. F.	Agapenor

FROM MANILA.

Oct. 10	B. F.	Teucer
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FROM BOMBAY.

Sept. 18	N. Y. K.	Shid-i Maru
Oct. 1	P. & O.	Alipore
2	P. & O.	Dumera

FROM CALCUTTA.

Sept. 17	B. L. A.	Gregory Apar
18	B. L. A.	Terrila
21	N. Y. K.	Kirin Maru

FROM JAVA.

Sept. 18	J. C. J.	Tjisondari
20	J. C. J.	Simanock

FROM MELBOURNE AND SYDNEY.

Sept. 25	A. O.	Changha
Oct. 12	P. & O.	Eastern

FROM SAN FRANCISCO.

Sept. 22	T. K. K.	Ereca Maru
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FROM SEATTLE.

Sept. 27	B. F.	Tyndareus
Nov. 4	B. F.	Ion
23	B. F.	Talhybia
Dec. 18	B. F.	Tyndareus
Jan. 6	B. F.	Teucer
24	B. F.	Talhybia
Feb. 14	B. F.	Talhybia

FROM LOS ANGELES.

Oct. 10	L. A. P. N.	Vinita
Nov. 1	L. A. P. N.	West Hixon
Dec. 1	L. A. P. N.	West Montop

FROM LONDON.

Sept. 20	B. L.	Benavon
20	N. Y. K.	Isaka Maru
20	P. & O.	Kahgar
20	N. Y. K.	Kitao Maru
Oct. 2	G. L.	Gleniffer
12	P. & O.	Novara
22	P. & O.	Nellora

FROM LIVERPOOL.

Sept. 20	N. Y. K.	Nagato Maru
21	B. F.	Telrasia
22	B. F.	Keenun
23	B. F.	Telmon
24	N. Y. K.	Ranowia Maru
25	B. F.	Teucer
26	B. F.	Nellora
27	B. F.	Pyrrhus
28	B. F.	Demodocus

Sept. 20	N. Y. K.	Nagato Maru
21	B. F.	Telrasia
22	B. F.	Keenun
23	B. F.	Telmon
24	N. Y. K.	Ranowia Maru
25	B. F.	Teucer
26	B. F.	Nellora
27	B. F.	Pyrrhus
28	B. F.	Demodocus

The O.P.S. "Empress of Asia" arrived at Shanghai on September 11 (yuan), left there on September 12 (yuan), and was due at Manila to-day (yuan).

WEATHER REPORT.

Sept. 16, 1920. 12h. 25.5. Pressure has decreased considerably over Japan, a depression being central in the vicinity of Tokyo; it has decreased elsewhere. Gradients are shallow over the major portion of the area.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 50.67 inches, against an average of 71.45 inches.

Forecast for the 24 hours ending at noon on September 17th.

1.—Hongkong to Gap, Rock. Westerly or variable winds, moderate; fair.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamock. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 16, 1920.—a.m.

Station.	Hour.	Barometer Sea Level.	Temperature	Humidity.	Direction.	Force.	Weather.
Villavieja	6 a.m.	29.82	59	—	E	1	c
Madrid	6 a.m.	29.82	—	—	ENE	2	—
Barcelona	7 a.m.	29.83	—	—	NE	4	—
Tokio	7 a.m.	29.49	—	—	0	0	—
Saigon	7 a.m.	29.67	—	—	0	0	—
Cebu	7 a.m.	29.73	—	—	0	0	—
Manila	7 a.m.	29.73	—	—	0	0	—
Baguio	7 a.m.	29.73	—	—	0	0	—
Oshima	7 a.m.	29.80	—	—	SW	1	—
Naha	7 a.m.	29.75	—	—	SW	1	—
Yokohama	7 a.m.	29.67	—	—	SW	1	—
San Francisco	7 a.m.	29.80	—	—	W	2	—
Wahalea	7 a.m.	29.85	60	70	NW	—	o
Hankow	7 a.m.	—	—	—	—	—	—
Ichang	7 a.m.	—	—	—	—	—	—
Kiating	7 a.m.	—	—	—	—	—	—
Chungking	7 a.m.	—	—	—	—	—	—
Shanghai	7 a.m.	29.83	73	94	E	1	o
Amoy	7 a.m.	29.84	73	93	ESE	2	o
Singapore	7 a.m.	29.89	82	91	—	0	o
Swatow	7 a.m.	29.73	81	92	NW	1	o
Tientsin	7 a.m.	29.80	75	98	—	0	b
Peking	7 a.m.	29.73	84	—	—	0	b
Harbin	7 a.m.	29.84	—	—	ESE	2	b
Kobe	7 a.m.	29.81	61	—	—	0	b
Yokohama	7 a.m.	29.79	79	—	S	4	b
Manila	7 a.m.	29.78	77	95	NE	1	b
Hongkong	7 a.m.	29.77	77	93	—	0	c
Cap Rock	7 a.m.	—	—	—	—	—	—
Wahalea	7 a.m.	29.75	77	92	SEW	4	o
Wichow	7 a.m.	—	—	—	—	—	—
Peking	7 a.m.	—	—	—	—	—	—
Hankow	7 a.m.	—	—	—	—	—	—
Shanghai	7 a.m.	29.73	78	98	—	4	of
Tientsin	7 a.m.	29.71	79	—	WSE	2	b
C. St. James	7 a.m.	29.81	75	—	—	0	b
Amoy	7 a.m.	29.77	77	99	—	0	b
Dagupan	7 a.m.	—	—	—	—	—	—
Manila	7 a.m.	29.79	75	96	—	0	b
Cebu	7 a.m.	—	—	—	—	—	—
Yokohama	7 a.m.	29.78	75	98	NN	1	o
Swatow	7 a.m.	—	—	—	—	—	—
Shanghai	7 a.m.	29.75	78	—	ENE	2	r
Harbin	7 a.m.	29.75	78	21	SW	4	o